(iv) Indian Railways have got surplus manufacturing capacity in production units for manufacture of locomotives and coaches. IRCON is also the export arm of Indian Railways for the export of locomotives, coaches, etc. For export of locomotives and coaches, a close coordination between Railway Research Design and Standards Organisation, Indian Railways' manufacturing units and IRCON is required.

(v) IRCON, being a construction organisation, can keep only a small work force on permanent basis. In the existing scenario of stiff competition in the construction industry, both in domestic and international market, only a company, which is lean with respect to their fixed cadre, can sustain their profits. Presently the skills; for undertaking Rail related projects, are acquired by IRCON through personnel on deputation from the Railways. After disinvestments, it will not be possible to induct Railwaymen into IRCON. It will affect the competence of the organisation to carry out Rail related projects in India and abroad.

Disruption of Bangalore Mysore Rail Service

1158. SHRI K. B. KRISHNA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) the estimated loss to the railways due to cancellation or disruption of rail services between Bangalore and Mysore during Cauvery river water agitation, in the months of September/October, 2002; and

(b) the estimated loss due to damage to rail line and rail engine by the agitators?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) The estimated loss to the Railways due to cancellation or disruption of Rail services between Bangalore and Mysore is Rs. 109.76 Lakhs.

(b) the estimated loss due to damage to Rail line and Rail engine by the agitators is Rs. 15.25 Lakhs.

Recruitments in NF Railway from Assam

1159. SHRI DWIJENDRA NATH SHARMAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal in the Ministry of Railways to solve the unemployment problem of Assam;